

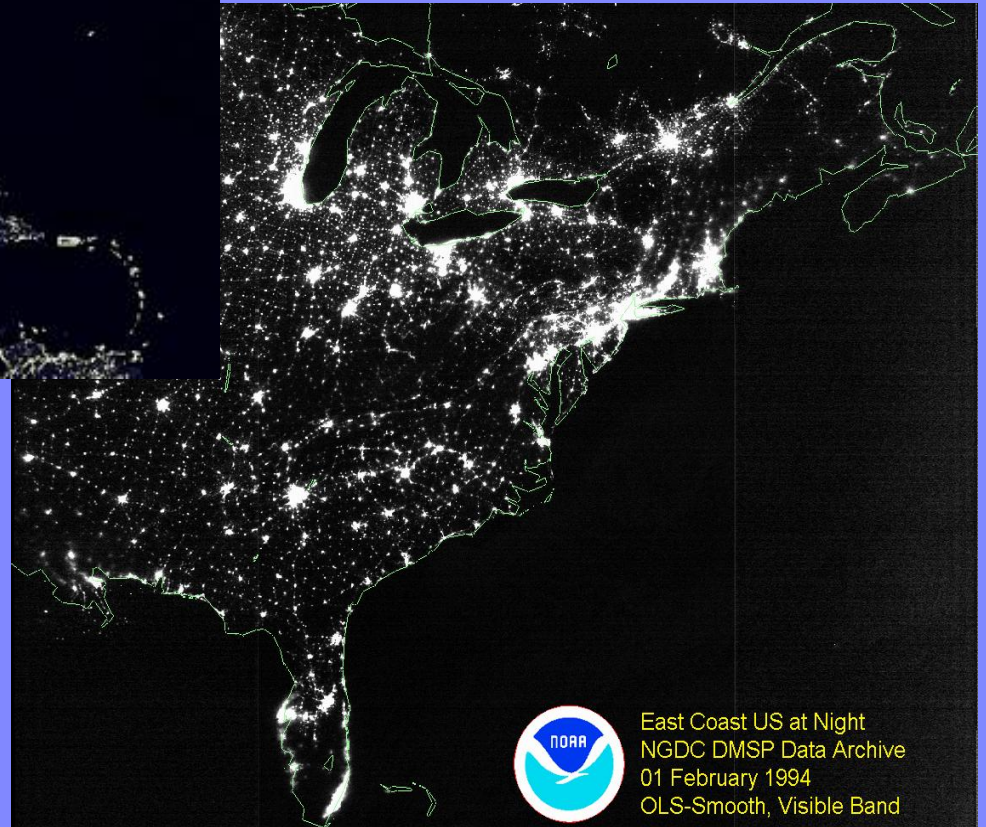
Ethan Seltzer seltzere@pdx.edu

Toulan School of Urban Studies and Planning
Portland State University
Portland, Oregon

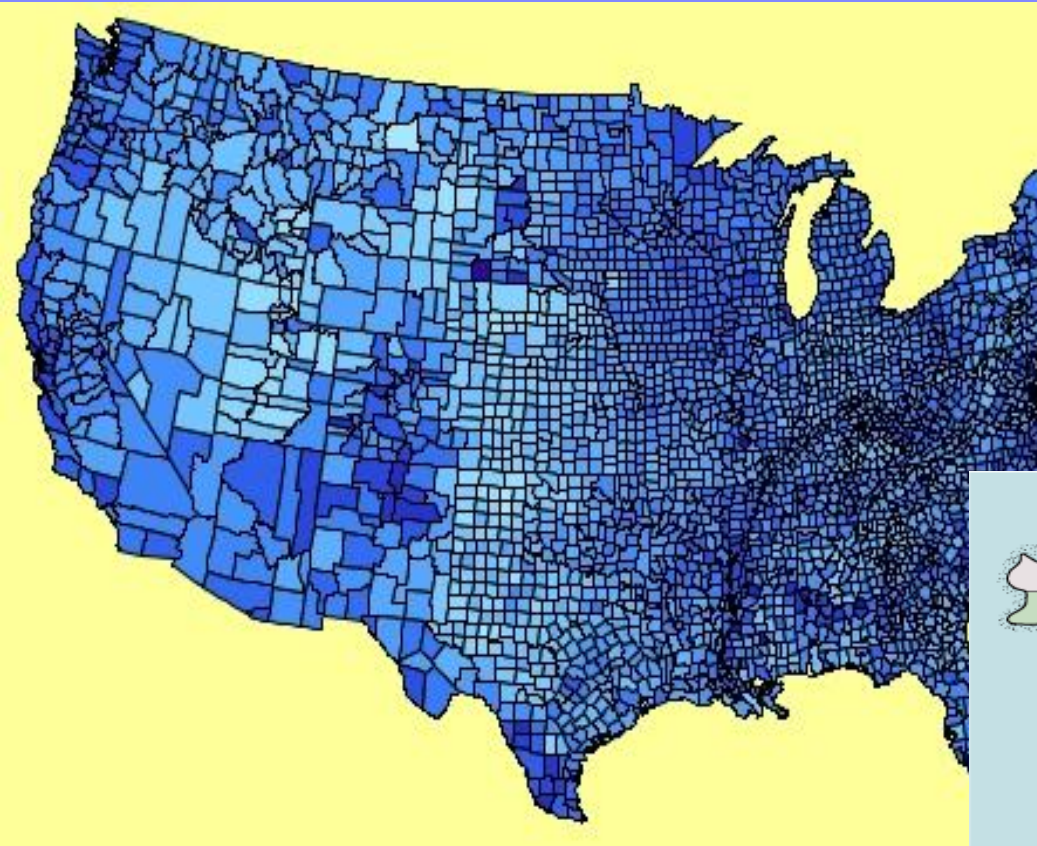
The American Context for Planning

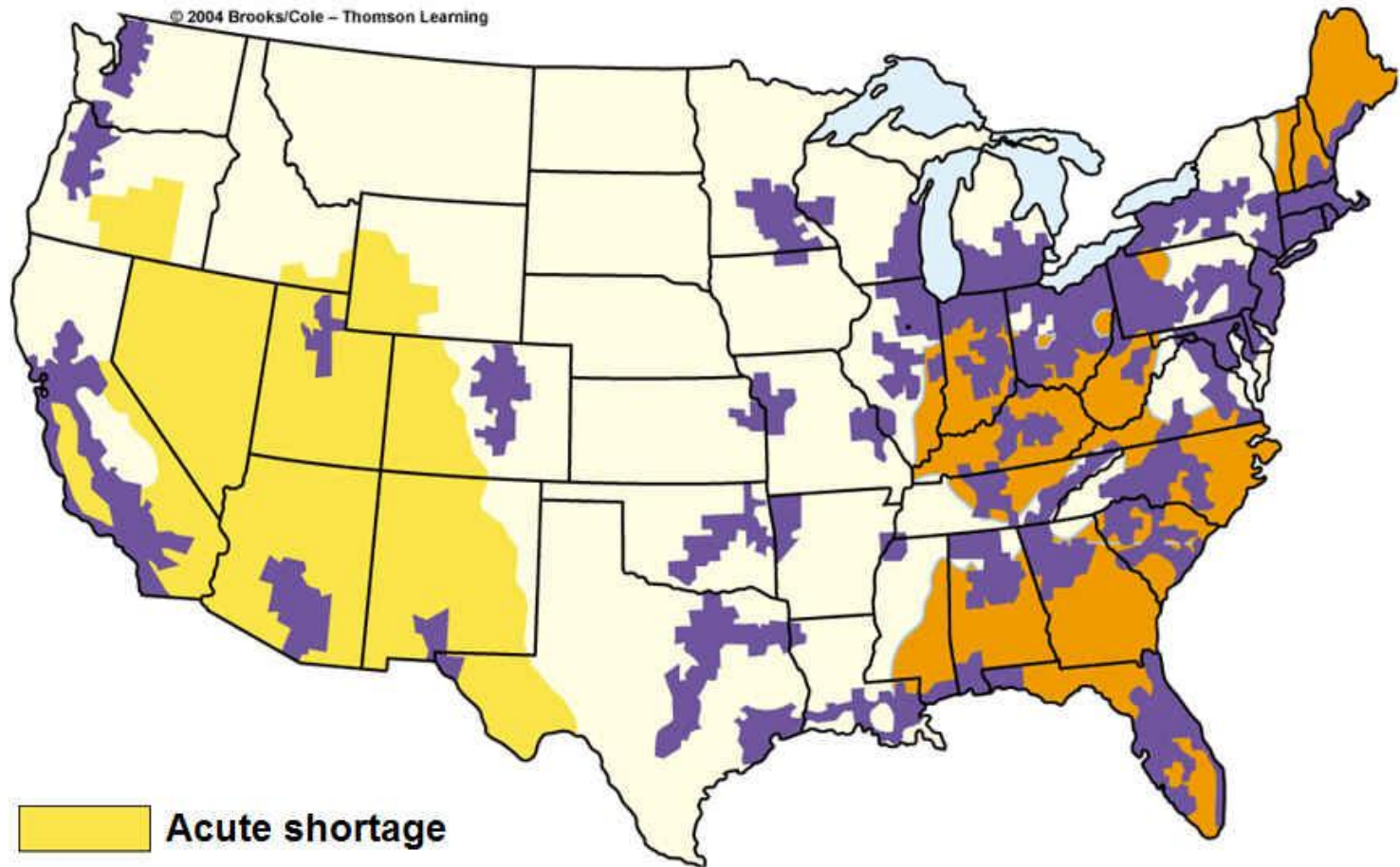
- Private Interest versus the Public Good
- Market versus Public Sector
- Proactive versus reactive
- Local versus You Name It

AND... data, tools, and funding constrain the answers...



East Coast US at Night
NGDC DMSP Data Archive
01 February 1994
OLS-Smooth, Visible Band





 Acute shortage

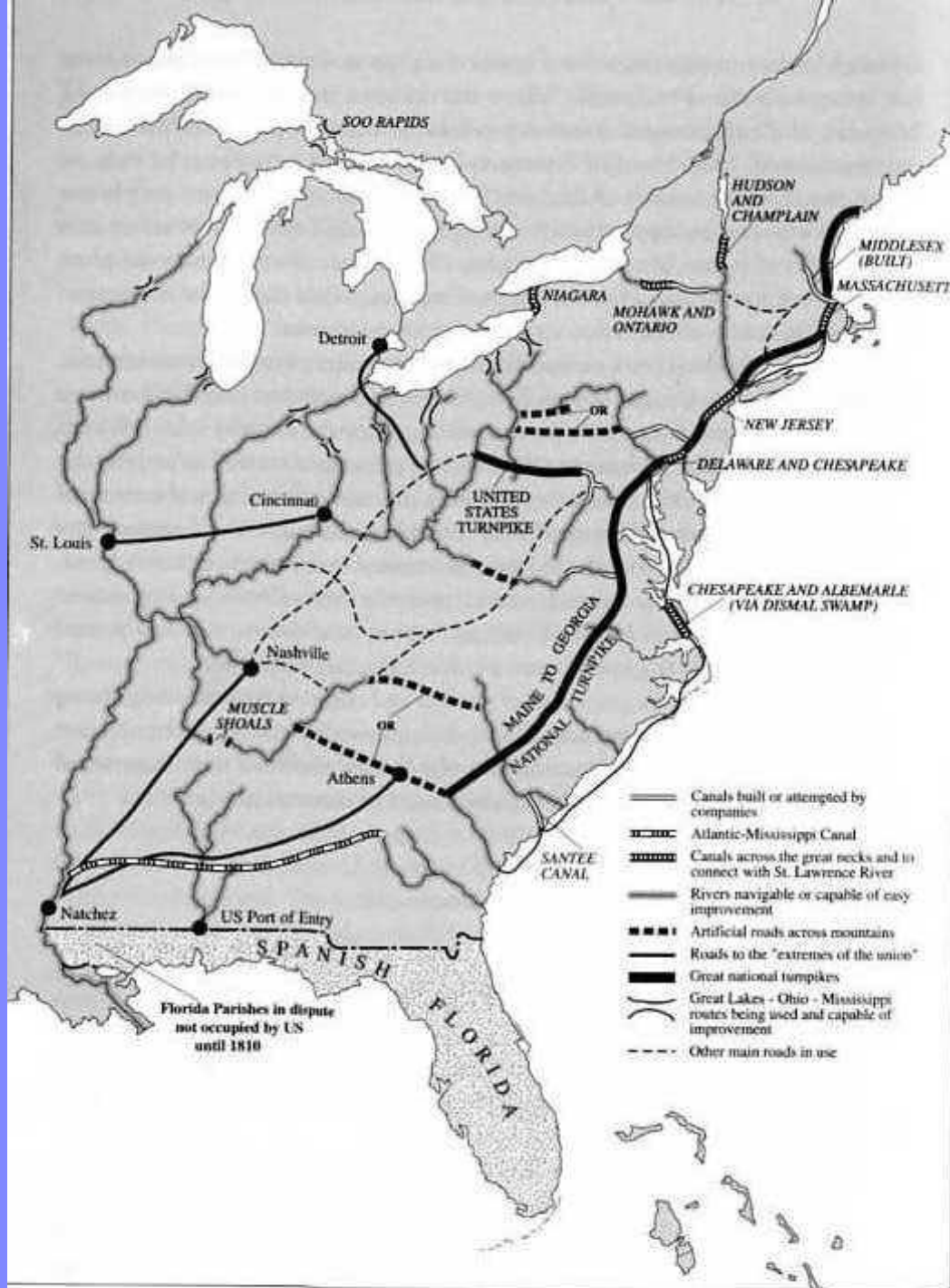
 Shortage

 Adequate supply

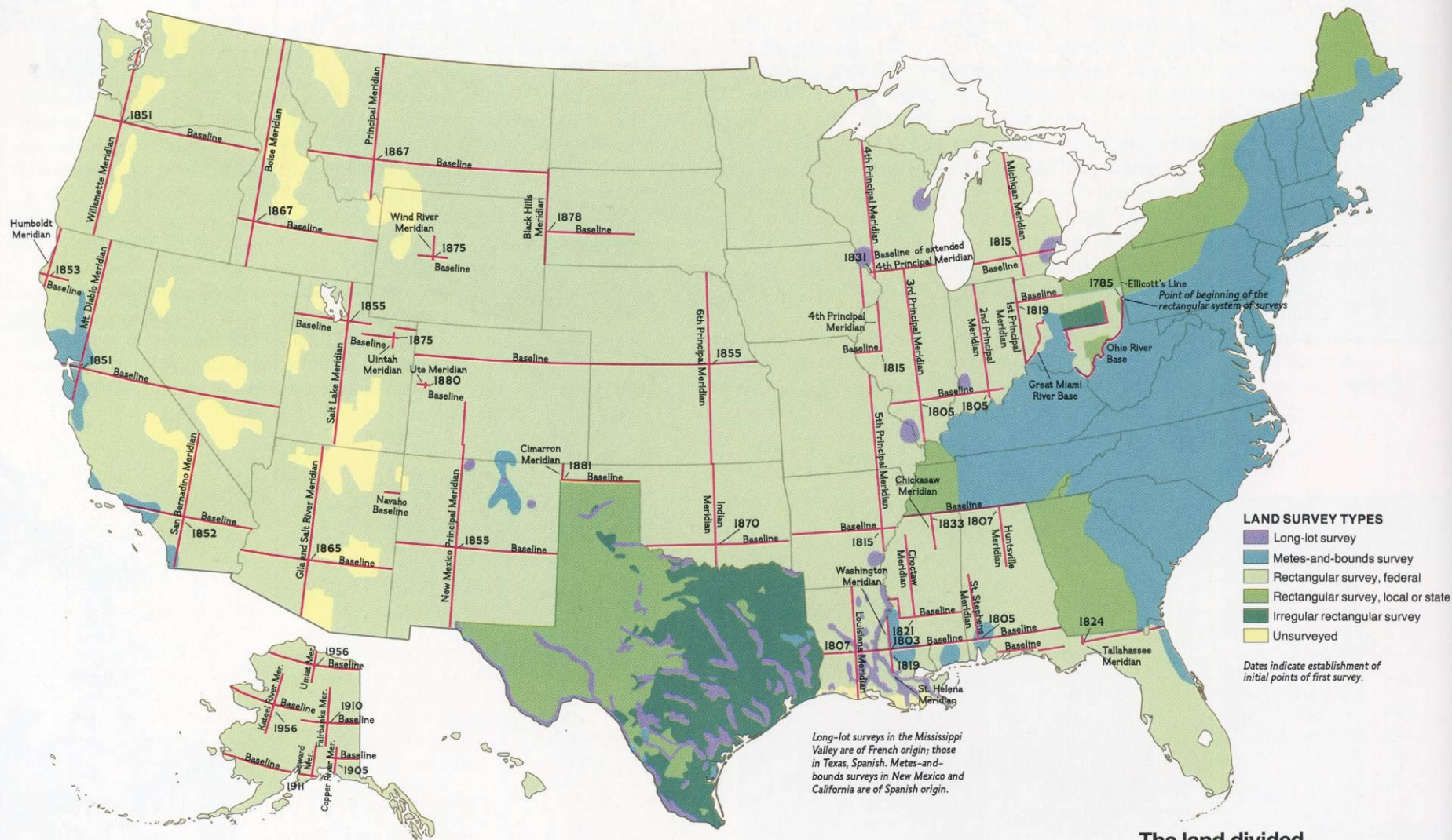
 Metropolitan regions with population
greater than 1 million

Regional Planning is...

- Planning for issues that no single jurisdiction can adequately plan for or act on by itself.**
- Profoundly collaborative.**



The Gallatin Plan – 1808



The land divided

NEW YORK AND ENVIRONS

RAILROAD COMMUTING TIME

WITH 15 MINUTE INTERVALS
TO AND FROM NEW YORK CITY TERMINALS

THIS IS COMPILED BY AVERAGE
CONSIDERING THE 15 MINUTE AND
GENERAL TRAVEL. TWENTY MINUTES
ARE ADDED TO THE TIME TO AND FROM
STATION OVER DISTANCE ON RAILROADS.

NOTE: TRAVEL TIME FROM NEW YORK

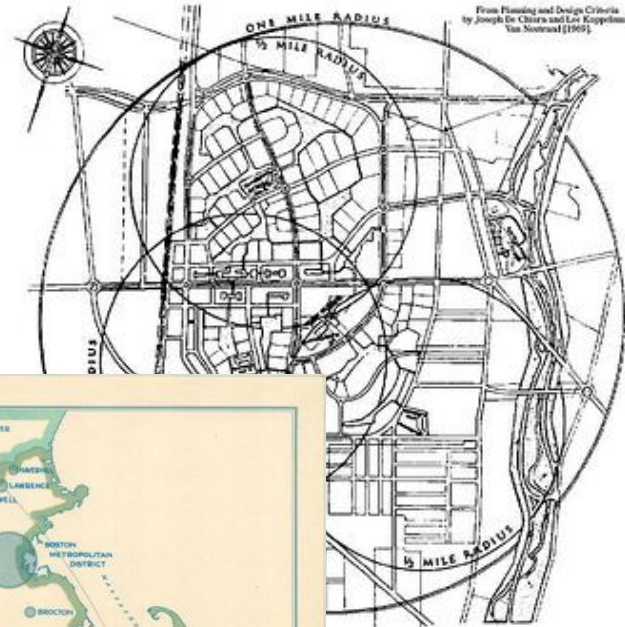


LEGEND
15 MINUTE
30 MINUTE
45 MINUTE
1 HOUR
1 1/2 HOURS
2 HOURS
3 HOURS
4 HOURS
5 HOURS
6 HOURS
7 HOURS
8 HOURS
9 HOURS
10 HOURS
11 HOURS
12 HOURS



PLANS OF NEW YORK
AND ITS ENVIRONS
BY J. C. STEIN AND
L. C. STEIN

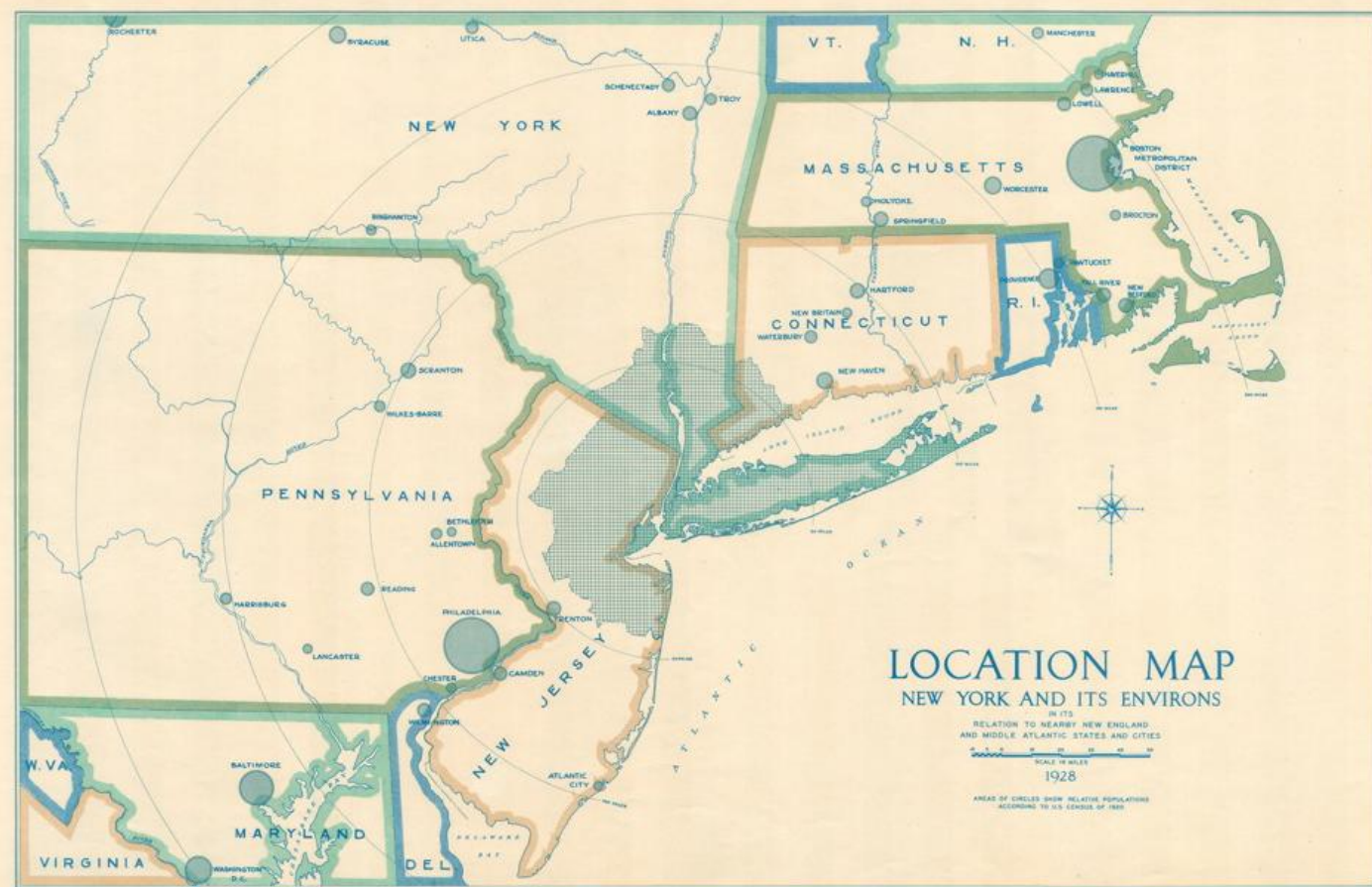
GENERAL PLAN SHOWING NEIGHBORHOODS



From Planning and Design Criteria
by Joseph C. Stein and Luc Capelleman,
Van Nostrand [1905]

burn in New Jersey, C. S. Stein and
back to residential planning. They
n feature of which, is the separation
At Radburn, houses are grouped
e linked by walkways with the park,
h are located in the interior of the
d an ideal solution to the circulation
cating the houses off the main road.

Ed Publishing Corp., New York—[1917]



LOCATION MAP NEW YORK AND ITS ENVIRONS

IN ITS
RELATION TO NEARBY NEW ENGLAND
AND MIDDLE ATLANTIC STATES AND CITIES

SCALE IN MILES
1928

AREAS OF CIRCLES SHOW RELATIVE POPULATIONS
ACCORDING TO U.S. CENSUS OF 1920



REGIONAL INTERESTS
IN THE
UNITED STATES

BY G.T. RENNER AND C.C. FAUNCE

Illustrations by the drafting section of the National Resources Board

MAJOR SOIL DIVISIONS OF THE UNITED STATES

AFTER L.A. WOLFANGER



LEGEND

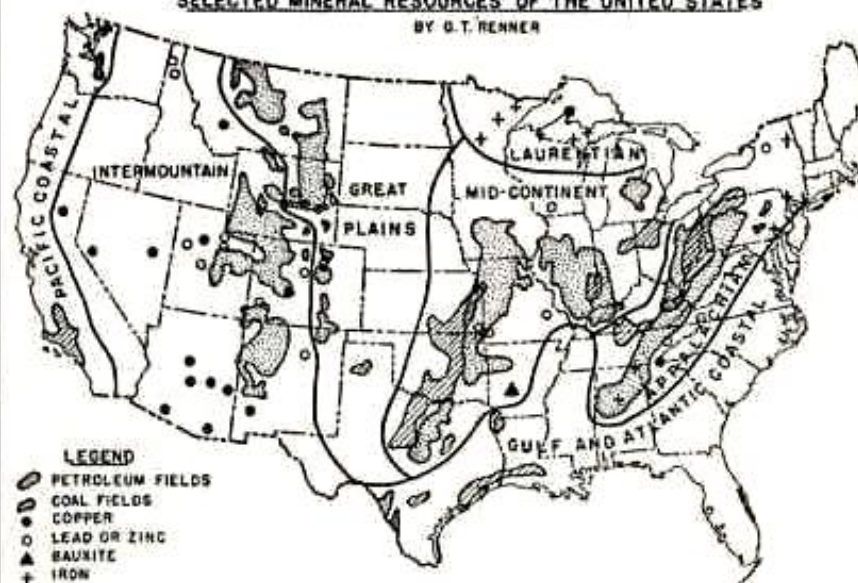
- BLACHERTHS
- CHESTNUTERTHS
- BROWNEARTHS
- GRAYERTHS
- GRAY-BROWNEARTHS
- RED AND-YELLOWERTHS
- PRAIRYERTHS
- A POOSOLS
- B FERRUGINOUS LATERITES
- C ROUGH BROKEN LAND-UNDIFFERENTIATED

Prepared in Office of The National Resources Board

A

SELECTED MINERAL RESOURCES OF THE UNITED STATES

BY G.T. RENNER



LEGEND

- PETROLEUM FIELDS
- COAL FIELDS
- COPPER
- LEAD OR ZINC
- BAUXITE
- IRON

Prepared in Office of The National Resources Board

B

VEGETATION REGIONS OF THE UNITED STATES

AFTER H. L. SHANTZ AND R. ZON



LEGEND

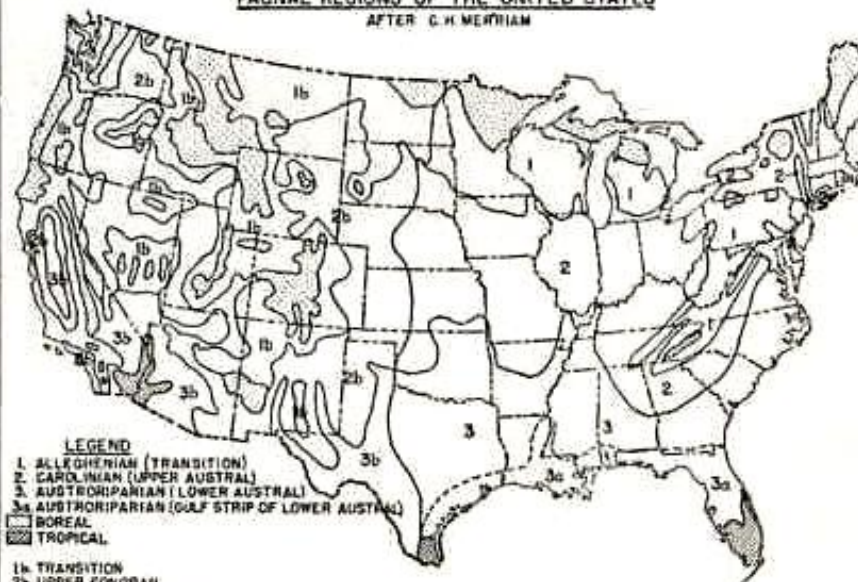
- 1-MIXED HARDWOOD FOREST
- 2-NORTHERN CONIFEROUS FOREST
- 3-SOUTHERN PINE AND OAK-PINE
- 4-CYPRESS-GUM-TUPELO
- 5-NORTHWESTERN CONIFEROUS
- 6-WESTERN CONIFEROUS FOREST
- 7-PRAIRIE & WOODLAND
- 8-PIÑON-JUNIPER WOODLAND
- 9-CHAPARRAL
- 10-SHORT GRASS
- 11-DESERT GRASS
- 12-BUNCH GRASS
- 13-SAGE BUSH
- 14-CREOSOTE BUSH

Prepared in Office of The National Resources Board

C

FAUNAL REGIONS OF THE UNITED STATES

AFTER C.H. MERTHAM

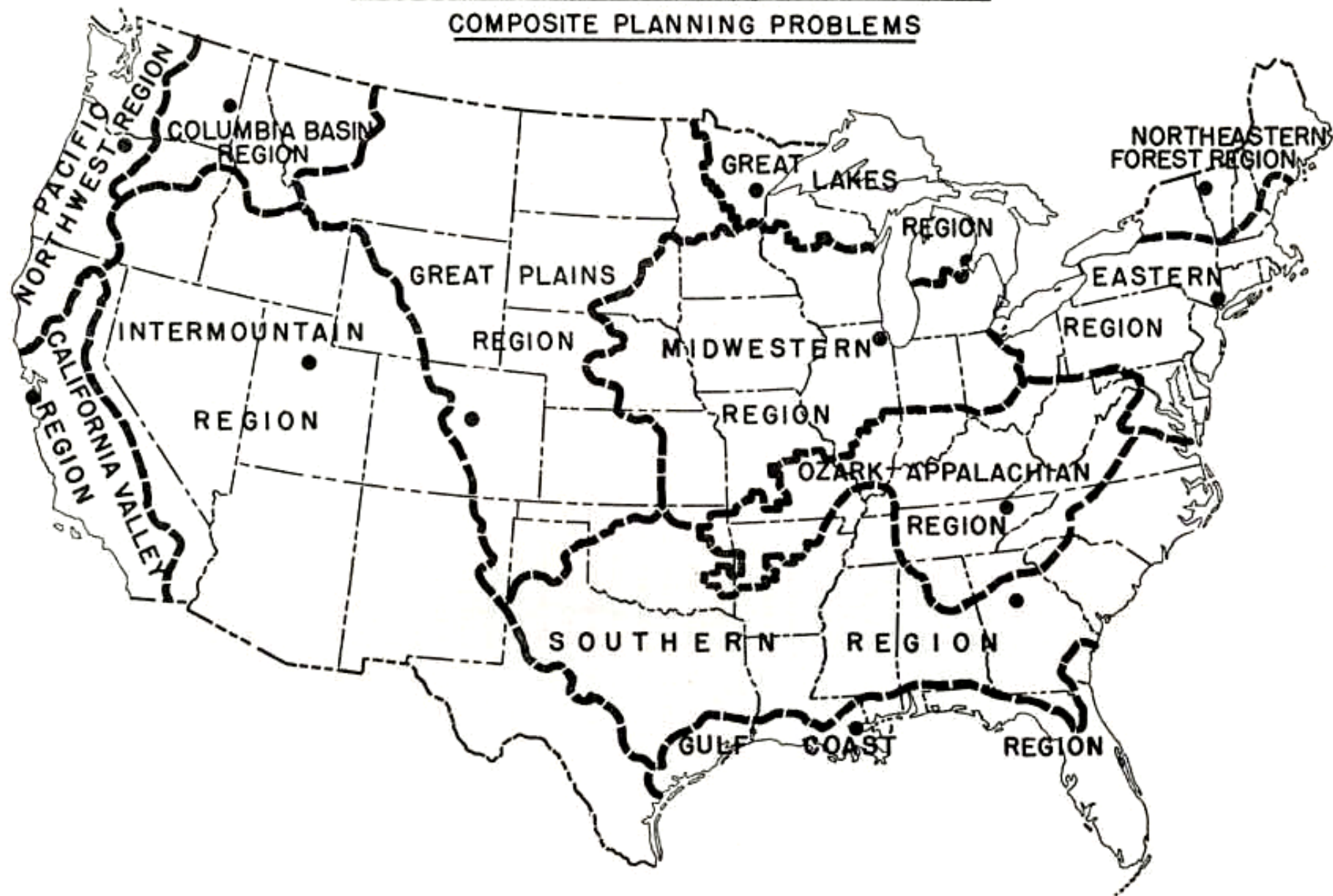


LEGEND

- 1. ALLIGHEANIAN (TRANSITION)
- 2. CAROLINIAN (UPPER AUSTRAL)
- 3. AUSTRORIPARIAN (LOWER AUSTRAL)
- 3a. AUSTRORIPARIAN (GULF STRIP OF LOWER AUSTRAL)
- 3b. BOREAL
- TROPICAL
- 1a. TRANSITION
- 2a. UPPER SONORAN
- 3b. LOWER SONORAN

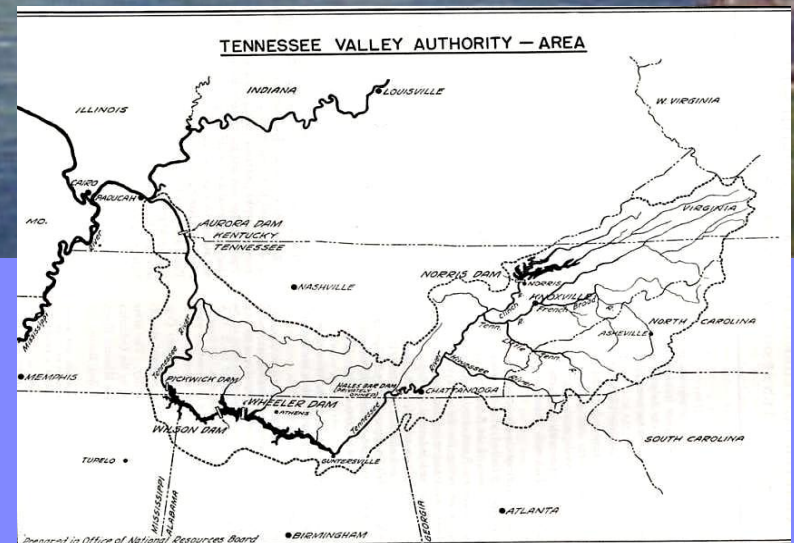
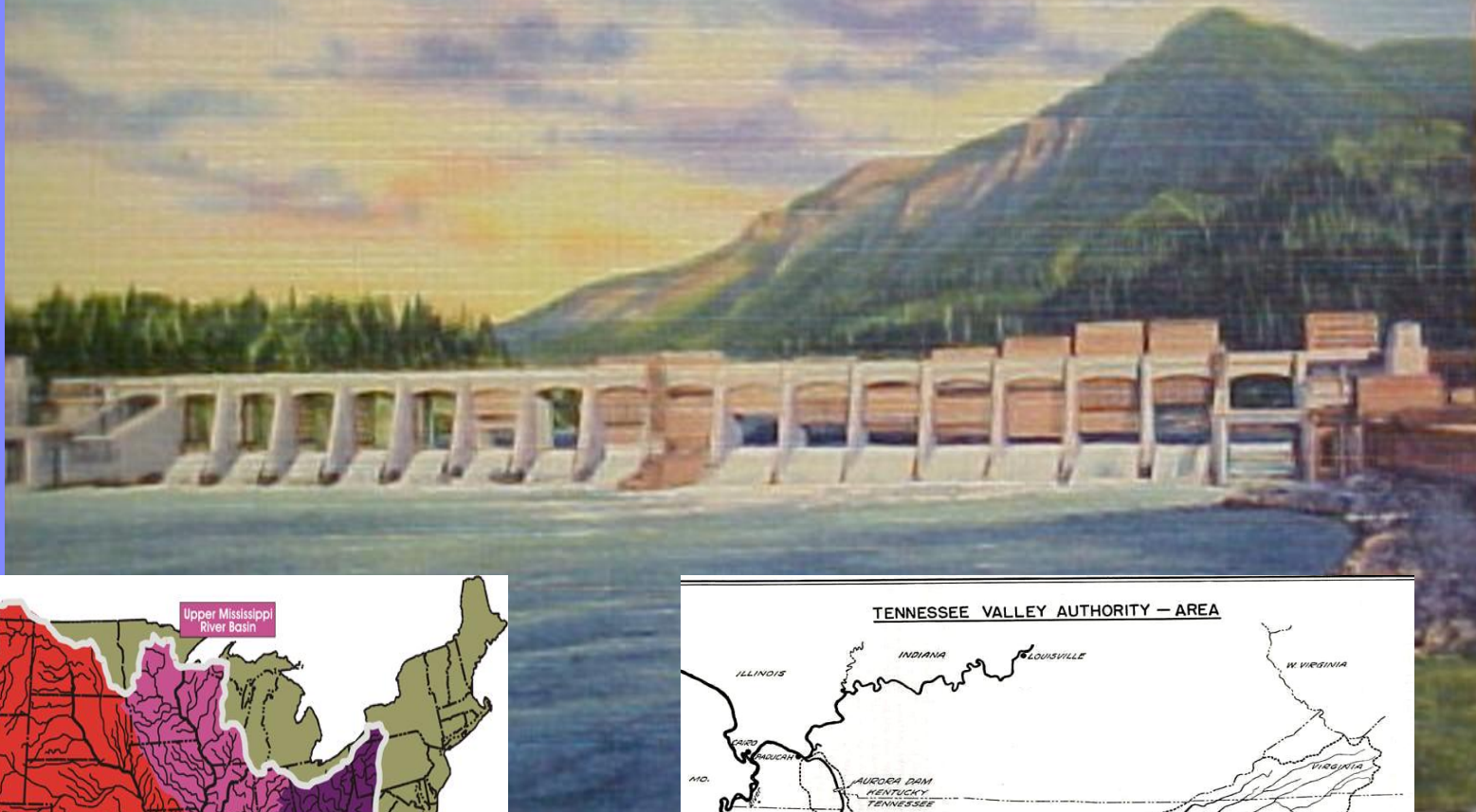
Prepared in Office of The National Resources Board

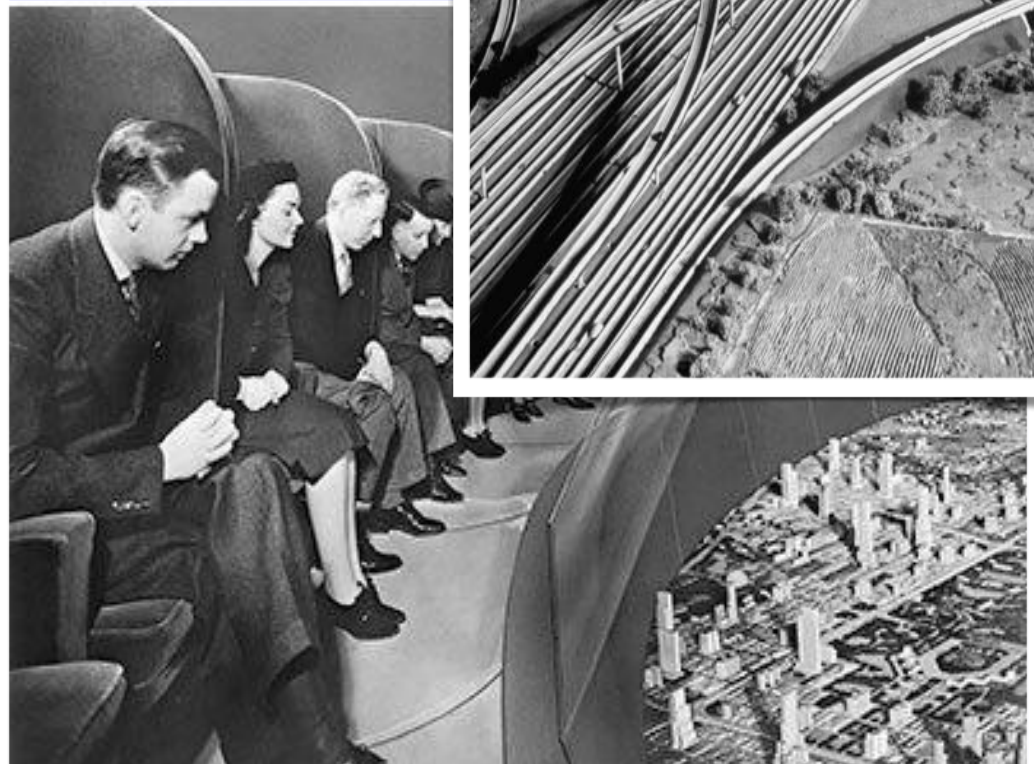
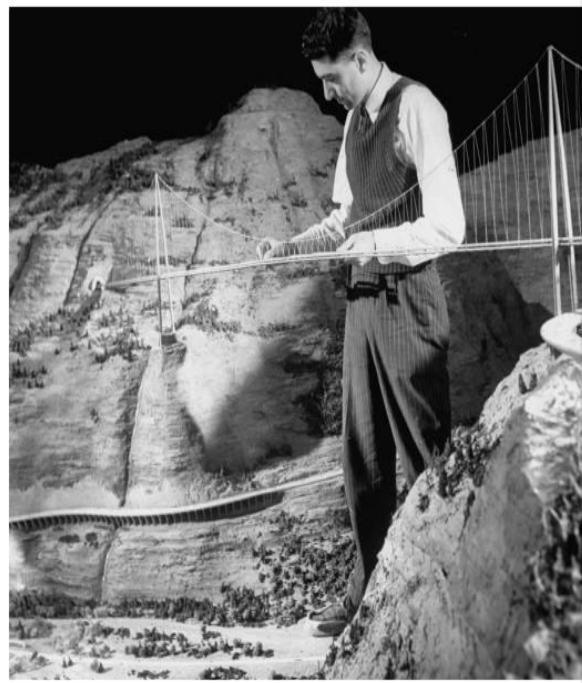
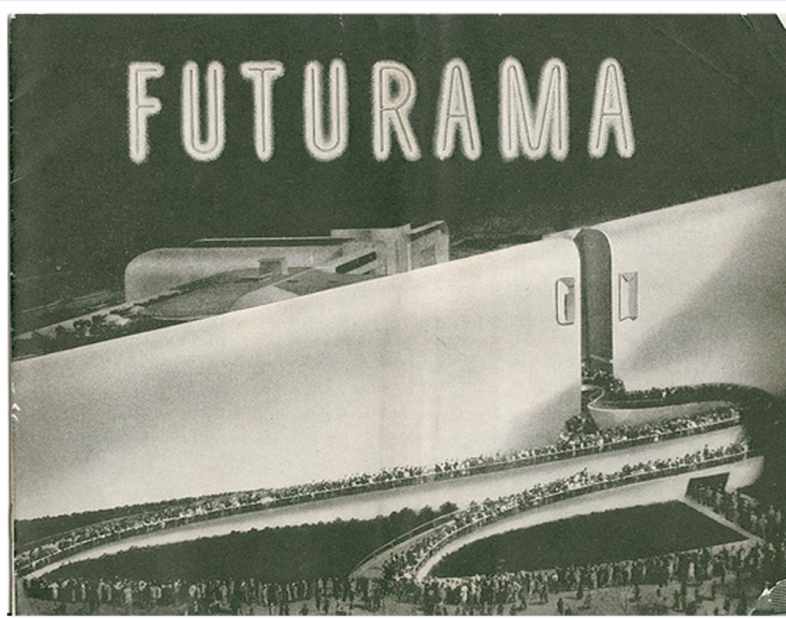
POSSIBLE PLANNING REGIONS BASED UPON
COMPOSITE PLANNING PROBLEMS

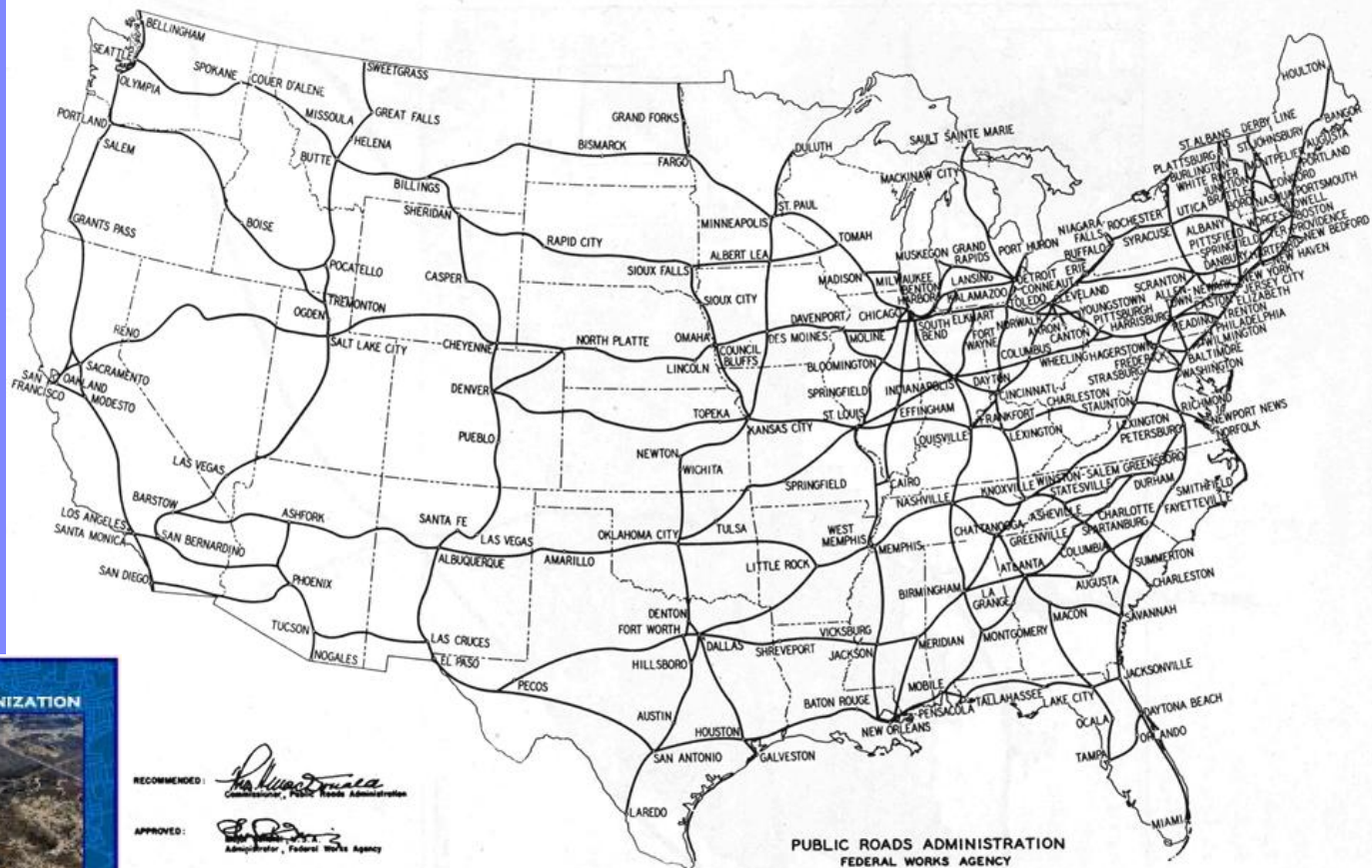


Bonneville Power and Navigation Dam. Largest Lift Navigation Lock in the World,
Columbia River Highway, Oregon

7







RECOMMENDED: *John A. ...*
 Commissioner, Public Roads Administration

APPROVED: *[Signature]*
 Administrator, Federal Works Agency

PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

NATIONAL SYSTEM OF INTERSTATE HIGHWAYS
 SELECTED BY JOINT ACTION OF THE SEVERAL STATE HIGHWAY DEPARTMENTS
 AS MODIFIED AND APPROVED
 BY THE ADMINISTRATOR, FEDERAL WORKS AGENCY
 AUGUST 2, 1947

OLD COLONY METROPOLITAN PLANNING ORGANIZATION



2007 REGIONAL TRANSPORTATION PLAN

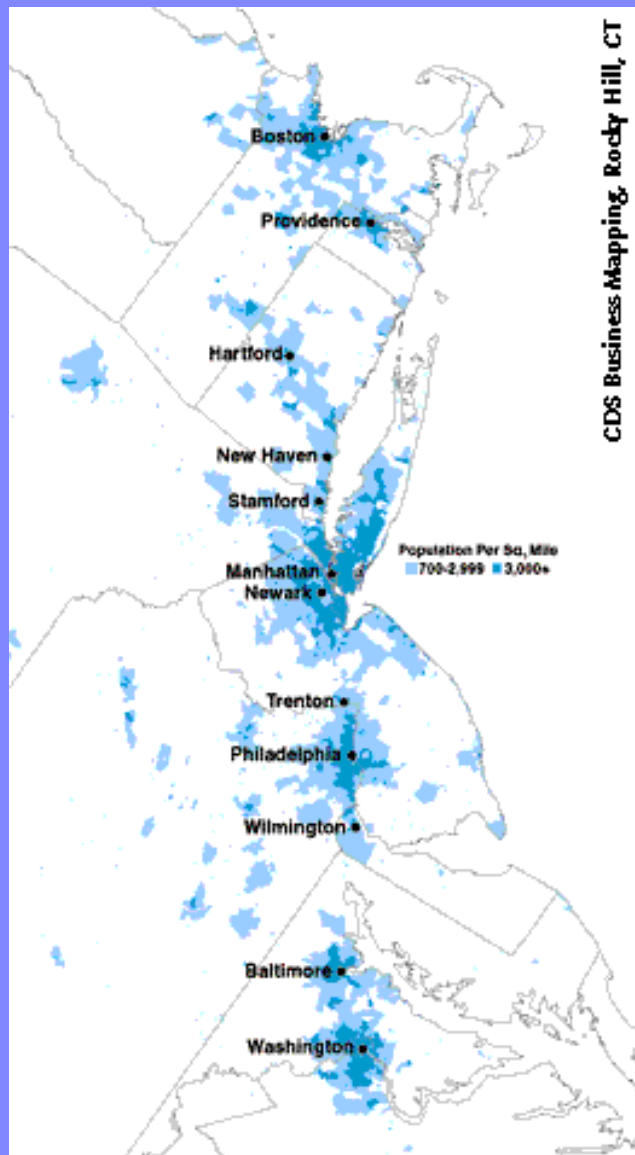


PREPARED BY
 OLD COLONY PLANNING COUNCIL
 70 SCHOOL STREET
 BROCKTON, MA 02301

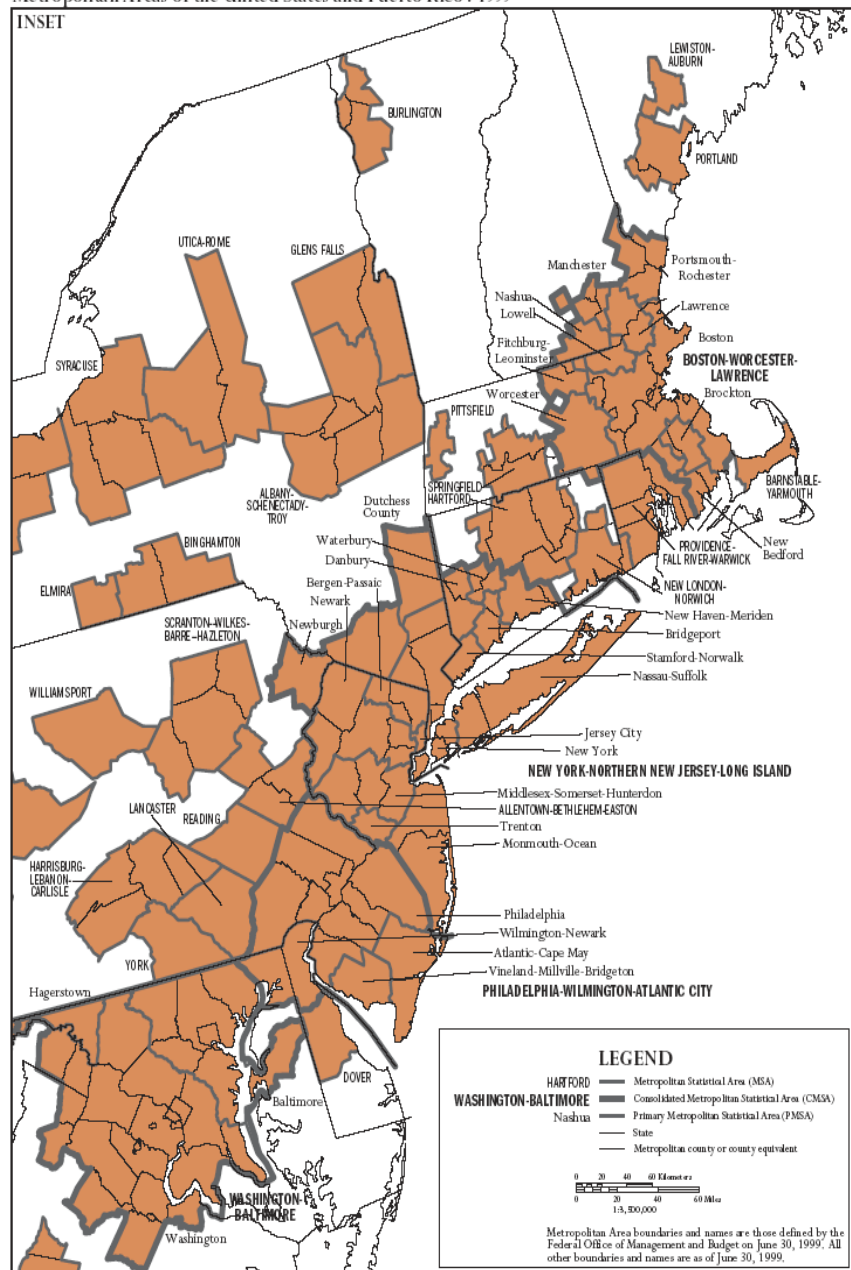
806.863.1833
 www.ocpoa.org

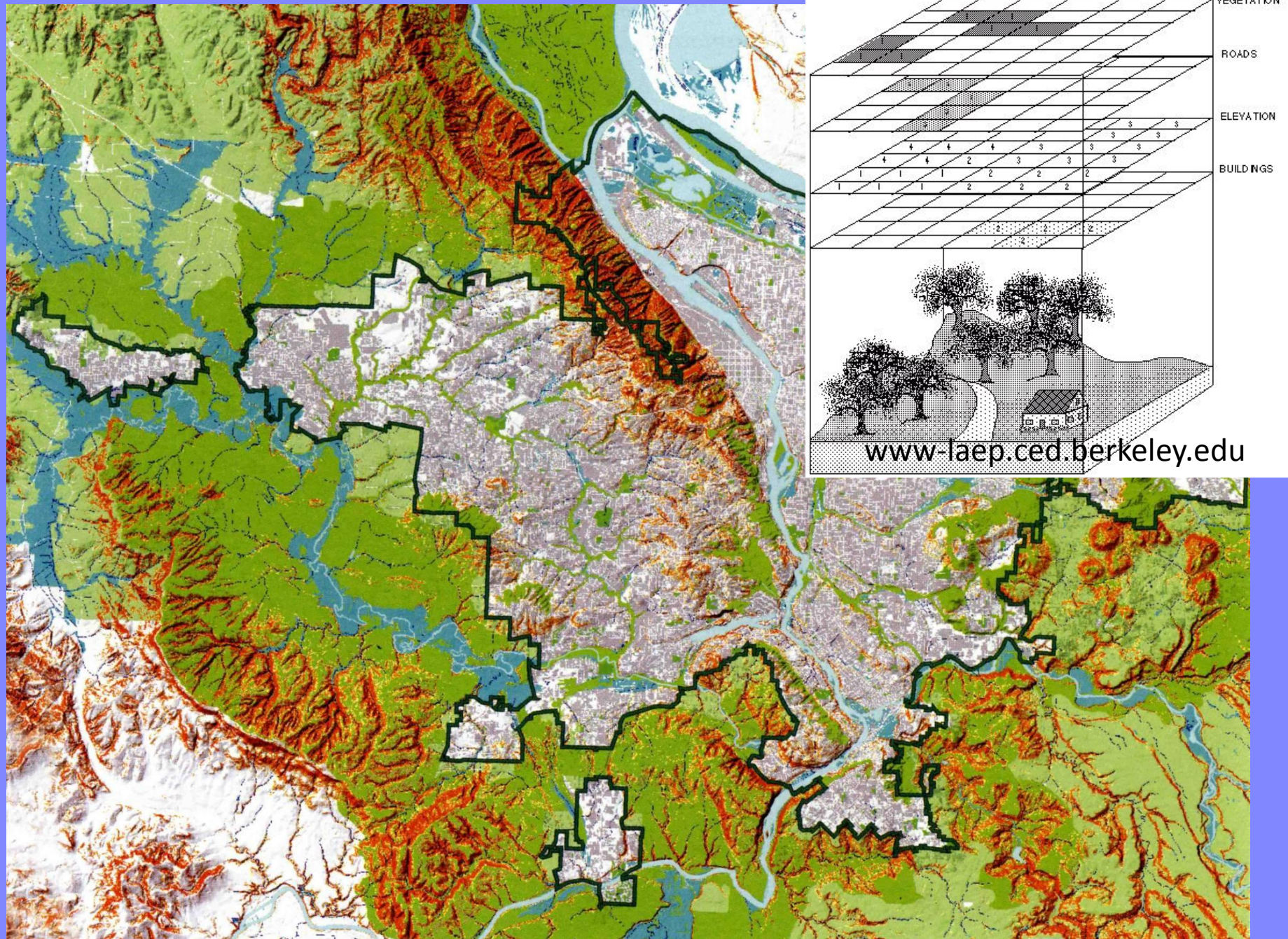
APRIL, 2007

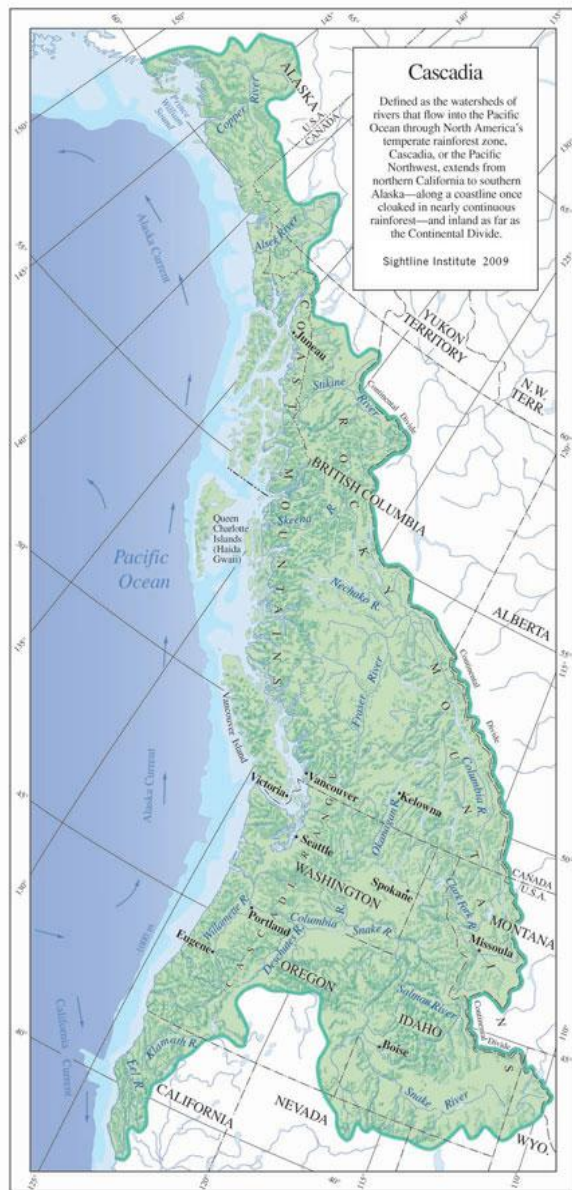
THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE MASSACHUSETTS HIGHWAY
 DEPARTMENT (SARAH D. ...), THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION, THE FEDERAL HIGHWAY
 ADMINISTRATION, AND THE PRIVATE TRANSPORTATION INDUSTRY.



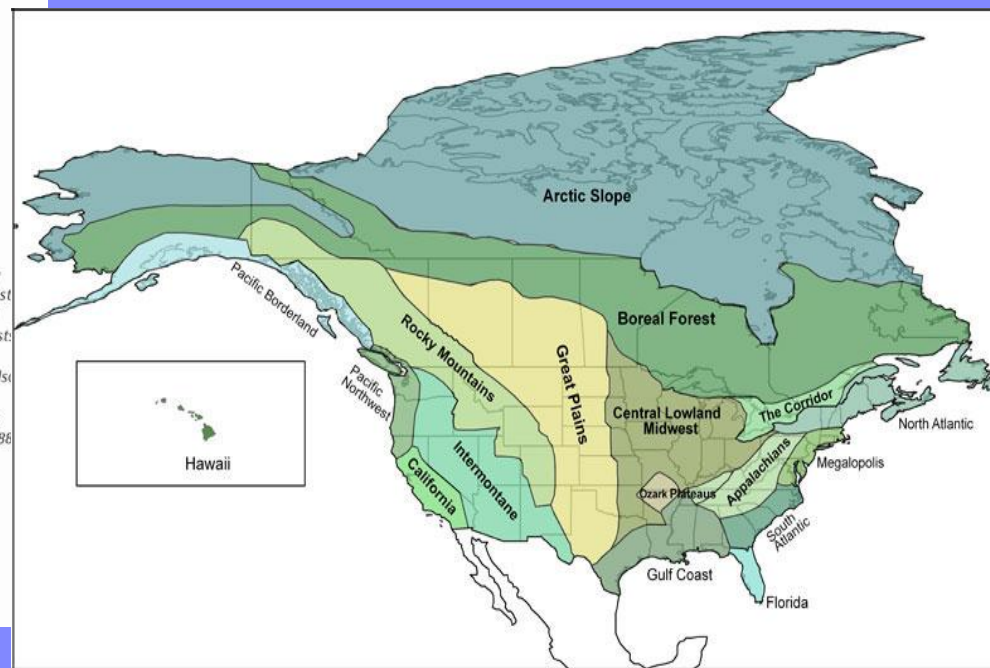
Metropolitan Areas of the United States and Puerto Rico : 1999







Map drawn by Cynthia Thomas on the basis of forest data in Conservation International, Ecotrust Pacific GIS, "Coastal Temperate Rain Forest: North America," Portland, 1995. See also David D. McCloskey, "Cascadia," Cascadia Institute, Seattle, 1986





MARYLAND FORWARD



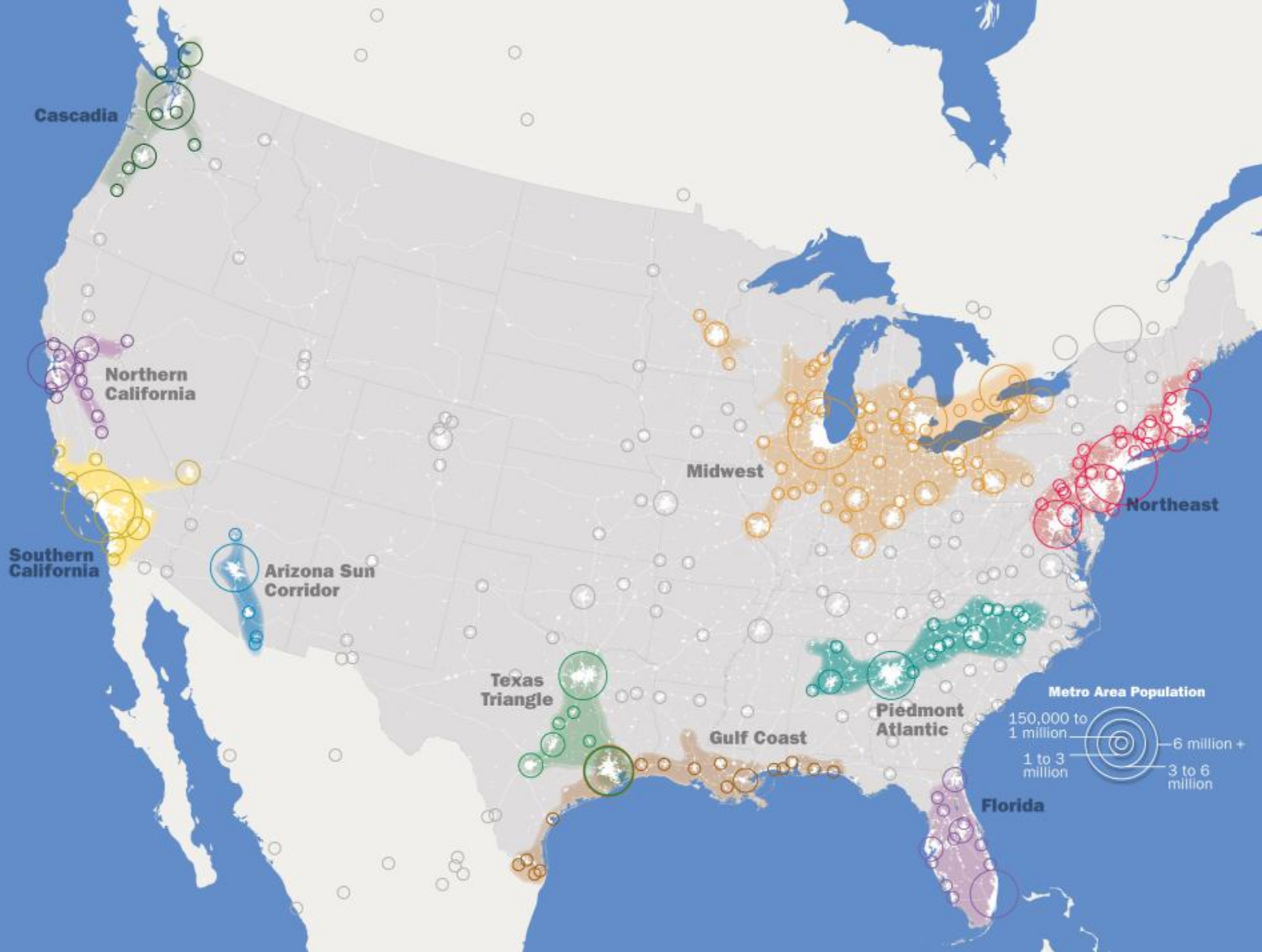
Puget Sound Partnership

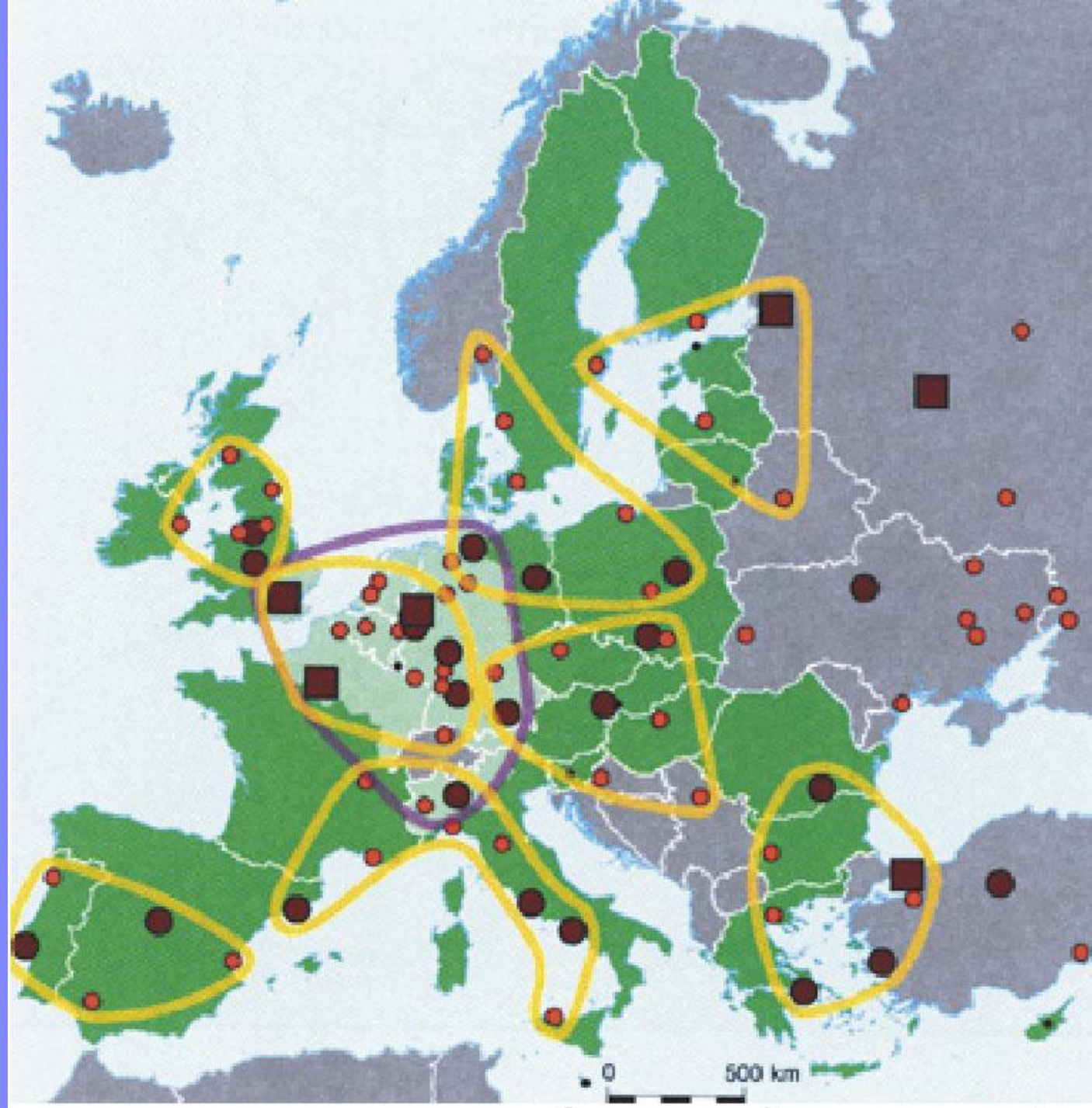
our sound, our community, our chance



BayArea Plan

Building on a Legacy
of Leadership March 2011





HIGH-SPEED RAIL CORRIDOR DESIGNATIONS



Lessons...

- **Planning Matters, Participation Matters, And Leadership Matters**
- **Good Things Take Time...or...Timing is Everything**
- **Regions have Clear Centers and Fuzzy Edges... Clarity of purpose is Key**
- **Focus on elements with Clear Spatial Bases... Make Great Places**
- **Institutionalize Boundary Crossing, not Boundary Management... Create a Culture of Collaboration**
- **Organize, and once organized, care for Relationships... Planners as stewards/facilitators for regional identity and purpose**

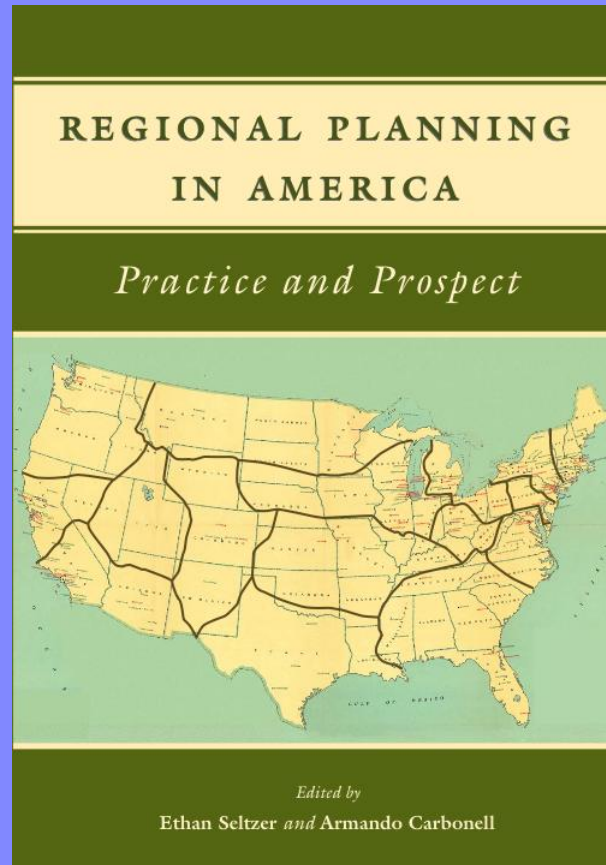
Key Tasks...

- **Defining the Region**
- **Organizing the Region**
- **Sustaining the Region**

... Towards a “Region Ethic”

Success

- Goals get met, Problems are solved.
- A regional context for decision making is apparent.
- Regional planning is regarded as an ethical requirement rather than as a bureaucratic norm.



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